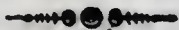


FIRST ANNUAL REPORT

OF THE DIRECTORS OF THE

West Chester Rail Road Company.



The Directors of the West Chester Rail Road Company, in obedience to the injunction of the 9th section of the Act, authorizing the governor to incorporate said company, submit to the Stockholders the following statement of the affairs and proceedings of the Corporation, for the past year. It will be recollected, that the Preliminary Survey for the West Chester Rail road was made in the month of December, 1830. The report of the Engineer having shown the route to be a favorable one, application was immediately made to the Legislature for an Act of Incorporation, which was passed and approved, on the 18th day of February, 1831.

The Commissioners appointed, by the Act, to receive subscriptions of Stock, proceeded as therein directed:—Books were opened, on the 22d day of March, in the borough of West Chester, in the city of Philadelphia, and at the Paoli; when considerably more than twice the amount of stock authorized by the act, was subscribed on the first day.

The books were thereupon closed, and the commissioners proceeded to reduce the subscription, as directed in the second section of the act, to the authorized amount of two thousand shares. A statement of the proceedings, duly certified by the commissioners, was then made to the governor, who, by letters patent, dated the 28th day of March, 1831, did create and erect the stockholders into a body corporate and politic, in deed and in law, by the name, style and title, of "The West Chester Rail Road Company."

An election of directors was held, agreeably to the provisions of the act, on the 25th day of April; and, on the 3d day of May, the new board met, organized, and prepared for active operations. The directors consider themselves fortunate in having been enabled to obtain the services of Major John Wilson, as engineer in chief, and those of John P. Baily, Esqr., as resident engineer. The scientific reputation of the former gentleman is too well established to require illustration here; but it may be permitted, as an act of sheer justice to Mr. Baily, on this occasion, to say, that his practical skill, devoted attention, and fidelity to the best interests of the company, have commanded the unqualified approbation of the board.

The final location of the route of the rail road, was commenced by Mr. Baily, on the 13th day of May, and completed on the 23d of the same month, making a line of exactly *nine miles*, from the borough of West Chester to the junction with the Pennsylvania railway, on the land of Samuel P. Levis, in the township of Willis-town. The present termination of the road, in the borough, is upon the land of Robert Matlack, at a very eligible position on the summit of the dividing ridge, between the tributaries of Chester Creek and the Brandywine; thus leaving it in the power of the

company, or of the borough authorities, to extend branches to any part of the town, at a future day, if it shall be found expedient to do so. It is proposed by Mr. Matlack to extend and open Chesnut street, eastward, to the Boot road; and also to open a new street, at right angles with Chesnut street, intersecting Chesnut and Gay streets, so as to afford free access to the end of the rail road, both on the western and southern side of the depot. The board would do injustice to their own feelings, as well as to the liberality and public spirit of Mr. Matlack, if they did not embrace the present opportunity to acknowledge the signal obligations which that gentleman has conferred upon the company. Not only did he set the laudable example of a prompt release, to the company, of all claims for supposed damages, by reason of the passage of the rail-road through his valuable farm, but, with a spirit worthy of the occasion, he granted, free of cost, half an acre of ground, for the use of the company, for the important purpose of a landing, and depot, at the termination of the rail-road.

The whole line being staked off, ready for contract, it was let, in sections of about one mile each, to active and efficient contractors, upon terms favorable to the company, (as will appear by the annexed schedule, marked A.) on the 26th day of May; and the work of grading and road formation was commenced, upon every section, in the course of the ensuing month. In several instances, the contractors were actively engaged upon their respective sections, in one week after the letting.

The annexed table (marked B.) exhibits the amount of work done upon each section, on the 2d instant, together with the sums paid for the same, and also the amount of work yet to be done, with the estimated cost thereof, upon those sections where the road formation is still unfinished. From that table it will appear, that sections 5, 6, 7 & 8, have been reported by the engineer, as finished; that sections 1 & 2 are very nearly completed; section 3 will probably be finished in the course of the present month, and sections 4 & 9 are expected to be ready for laying the rails, in all the month of March next. The same table also shows the quantity of broken stone delivered on the road, up to the 2d inst., with the amount paid for the same, and likewise the sums paid for fencing, damages on account of crops injured, engineers' salaries, and incidental expenses.

The aggregate sum paid, amounts to \$28,947 76½

Amount of per centage retained, on the unfinished

ed sections, and for broken stone, ... 3,708 26½

Whole expenses incurred, ... \$32,656 03

Contracts have been entered into for all the broken stone, sleepers, rails, iron, and other materials, required for the completion of the road, with a *single track*, and an adequate number of turn-outs. The contractors are now actively engaged in delivering the stone and sleepers; and the directors have, as yet, no reason to doubt the faithful performance of each contract in due time, though the unusual severity of the winter has retarded the delivery of some of the materials. The annexed table, (marked C.) affords an

exhibit of the quantities, and estimated cost of the *materials* required to complete the road—as also an estimate of the cost of *laying* the rails, fencing the route, and other incidental expenses; from which the following result appears :

Amount of expenses already incurred, ...	\$32,656 03
Estimated cost of <i>grading</i> , yet to be done, ...	5,211 92
Estimated cost of materials, laying, fencing, &c.	45,235 43
Total estimated cost of W. C. Rail-road, ...	\$83,103 38
Add, for cars, car-house, toll-house, and incidental expenses, ...	6,896 62
Aggregate expense of putting the road in operation, ...	\$90,000 00

The Treasurer's statement, (marked D.) shows that five instalments, (of 5 dollars each,) on each share of the capital stock, have been called in, equal to \$50,000 : that 33,361 dollars have been received by him, and 28,947 76½ have been paid on account of the work, leaving a balance of \$4,413 23½ in the treasury on the 2d instant. The remaining instalments will be demanded in due season to meet the exigencies of the service.

It will be observed, that the directors propose, in the first instance, to form a single track of rail-way, with sufficient turn-outs for the passage of cars—and that the superstructure be of wooden rails, plated with iron, and laid on wooden sleepers. Many considerations, both of economy and expediency, concurred to induce the adoption of this plan ; some of which are indicated in the communication of the principal engineer, hereto annexed (marked E.) The bed of the road, however, is prepared for *two tracks* ; and whenever it shall be found necessary to renew the first one, or to have *both* constructed, (whether of wood, or more durable materials) the company will not only possess the facilities of transportation afforded by the first track, but may also avail themselves of those *improvements*, in the construction of rail-roads, which, in the mean time, will undoubtedly be introduced by scientific ingenuity and experience.

The directors, at an early period, formed the resolution to have the road in operation, if possible, by the 4th day of July next ; and in making all their contracts for the delivery of materials, they have kept that purpose steadily in view. They have yet seen no cause to doubt the practicability of accomplishing the work by that time, provided the rails and iron shall be furnished according to agreement. A failure to deliver, in due season, so heavy an article as the rails, may retard the completion of the road for a few weeks ; but the board have assurances from the contractor, that a considerable portion is now ready, and will be forwarded, as soon as the navigation of the Delaware shall be open. The iron plating, for the rails, was ordered in good time, and is daily expected to arrive.

Thus it will appear, as the board trust and believe, that every exertion has been used, and every kind of forecast resorted to, consistent with a sound economy, to expedite the final completion of the West Chester rail-road : and the directors cannot but congratu-

late themselves and the stockholders, on the prospect of having a valuable improvement executed in the most eligible manner—with unusual promptitude—and at a less cost than the original estimate.

If those who have charge of the interests of the commonwealth, shall urge forward the work on the Pennsylvania rail-way, so as to form a junction with the West Chester rail-road, by the time the latter is completed, and thereby furnish a continuous track to the city of Philadelphia, there can be no doubt but the value of both improvements will be speedily demonstrated, in a style that will at once gratify and surprise their most sanguine advocates. The amount of business which would immediately be thrown upon the Pennsylvania rail-way, from the West Chester road, ought, in the opinion of the board, to induce the most strenuous exertions on the part of the officers of the state, to complete the laying of the rails from the city to the intersection of the West Chester rail-road.* Such an event would not only prove an important benefit to this town and district, but it would render that portion of the public funds, which now lies worse than dormant in the bed of the Pennsylvania rail-way, immediately and highly productive of revenue to the state. The directors are sanguine in the hope, that the wisdom of the legislature, and the public spirit of the canal commissioners, will cause those obvious advantages to be secured, without delay, to the people of this commonwealth.

By order of the Board, WM. DARLINGTON, President.

Attest, WM. WILLIAMSON, Secretary.

West Chester, January 16, 1832.

* The board have just learnt, with great satisfaction, that the canal commissioners have resolved to place the laying of the rails, up to the West Chester road, under contract, on the 15th of February.

(A) *Schedule of the Letting of the West Chester Rail Road,
May 26th, 1831.*

Sections commencing at W. Chester.	CONTRACTORS.	Excavation per cubic yd.	Embankment Do.	Hard Pan Do.	Solid Rock Do.	Detached Rock Do.	Cross Drains per foot lineal.
		Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1	Reese & Carncross,	8	9	20	50	35	50
2	Hughes & Quinn,	6	9	25	40	30	45
3	Bernard Flynn,	8	10	14	48	18	50
4	Thomas Barr,	7	10	20	45	32	62½
5	Andrew Boyle,	8	7	12½	30	10	Eng. Est.
6	Perry & Grennells,	8	9	20	47	27	50
7	Perry & Grennells,	8	8	16	43	27	50
8	Smith & Conley,	7	12	14	42	23	50
9	Phillip Duffy.	8	10	14	40	25	50

Note.—The Grubbing was paid for, on the estimate of the Engineer.

(B.) Statement of work done, and to be done, towards grading the West Chester Rail Road: with a summary of the whole expenses incurred, on the 2d January, 1832.

WORK DONE. | WORK TO BE DONE.

Sections.	Excavation, cubic yards.	Embankment, cubic yards.	Cross drains, feet.	Grubbing trees.	Amount paid.	Amount retained.	Excavation, cubic yards.	Embankment, cubic yards.	Estimated cost of work to be done.
1	14067	11331	236	25	\$ 1909 73 $\frac{3}{4}$	\$447 28 $\frac{1}{2}$	[Section 1 is nearly finished]		
2	20097	18325	108	59	3194 01	563 64	440	1610	\$ 221 70
3	22376	25507	100	14	4531 31	799 64	1419	1410	956 42
4	29214	26170	259	112	5693 11 $\frac{1}{2}$	1004 65	5510	2070	1862 50
5	16484	9635	155	273	2512 64 $\frac{1}{2}$		(Reported finished, Nov. 21.)		
6	5761	1889		274	965 37				
7	4911	2112	33	140	751 94				
8	9247	3972	75	423	1662 83				
9	27025	10794	198	7	3867 03	682 41	6606	600	2371 30
	149182	109735	1164	1327	\$25087 98 $\frac{1}{2}$	\$3497 72 $\frac{1}{2}$	13975*	5690	\$5211 92

* Of those 13975 cubic yards of excavation, yet to be done, it is estimated that 5719 are detached rock,—and that 6912 are solid rock.

Whole Expenses incurred.

Amount paid for road formation, drains, grubbing, &c.	\$25087 98½
Amount paid for stone delivered, viz. 1588 perches,	1193 06
Amount paid for 250 rods of fence, rails, &c.	337 00
Amount paid for damages to crops, on the route,	50 83½
Amount paid for salaries of Engineers, & assistants	1534 29
Amount of incidental expenses,	734 59½
Profit and loss—counterfeit note received by commissioners,	10 00
Whole amount paid,	\$28947 76½
Add, per centage retained on the cost of road formation	3497 72½
Ditto, for broken stone delivered,	210 54
Aggregate expenses,	\$32,656 03

(C.) *Estimate of the Materials, and Expenses, requisite to complete the West Chester Rail Road, January 2, 1832.*

Broken stone, 5,949 perches, (at different prices)	\$5163 68
Wooden Sleepers, 12,735 (actual cost not ascertained,) estimated at	3820 50
Pine Scantling (rails,) 333,000 at 25 dolls. per M. delivered, ...	8325 00
Iron, for rails, 235 tons- at \$53 per ton, delivered.	12455 00
Spikes, 10,000lbs. at 9 1-10 cts. per lb. delivered.	910 00
Splicing Plates, 2250lbs. at 9 cts. per lb.	202 50
Plank, for Keys. 10,000 ft. at 20 dolls. per M.	200 00
Laying 9 miles of Rail Road. 750 dolls. per mile.	6750 00
Laying 18 Turn-outs, including castings.	2250 00
Residue of Grading, yet to be done,	5211 92
Fencing yet to be done, ...	3658 75
Salaries of Engineers and Agents,	1500 00
Expenses to be incurred, on the line of road,	\$50,447 35
Add expenses already incurred,	\$32,656 03
Estimated whole cost of West Chester Rail Road,	\$83,103 38
Add, for Car-House, Toll House, Cars, and incidental expenses	6,896 62
Aggregate amount of expenses, necessary to put the Rail Road in operation, ...	\$90,000 00

(D.) TREASURER'S STATEMENT.

Thomas Williamson, Treasurer of the West Chester Rail Road Company, in account with said Company, to Jan. 2d, 1832, inclusive,

Dr.

To amount received upon the several instalments ordered by the Board of Directors, including the 5th instalment due the 1st instant, ... \$33,355 00
Cash received for Maps, ... 6 00

33,361 00

Cr. by amount of payment in pursuance of orders drawn by the Board of Directors, ... 28,947 76½

Balance in Treasury, ... \$4,413 23½

Amount of instalments ordered by the Board, and due to the above date (5th instalment) \$50,000 00
Received for Maps as above, ... 6 00

50,006 00

Deduct cash received, ... 33,361 00

Stockholders in arrears, ... *\$16,645 00

*Since the 2d instant, there has been received by the Treasurer, ... \$10,740 00
In arrears, January 16. 5,905 00

\$16,645 00

January 16, 1832.

(E.) LETTER FROM MAJOR WILSON.

Philadelphia, Jan. 11, 1832.

to the President and Directors of the West Chester Rail-road Company:

ENTLEMEN:

The progress that has been made in grading the road, since it has been placed under contract, and the preparatory measures which have been taken by the company, for procuring the whole of the materials necessary for completing the superstructure of a single track rail-way, leaves no doubt that the line from West Chester to its intersection with the State Rail-Road, will be opened for travelling during the ensuing summer.

The resident engineer, Mr. Baily, having furnished an estimate of the expenses yet to be incurred in the completion of the work, it is unnecessary for me to make any reference to that part of the subject, but I would respectfully offer to the company, a few brief remarks on the reasons which influenced the adoption of a rail-way framed of wood, instead of stone, or other permanent material. Stone suitable for sills or blocks cannot be procured on any part of the line, between West Chester and where it unites with the Pennsylvania Rail-way.

The great expense, which must be incurred in procuring and hauling from a distance such heavy materials, would not only have delayed the completion of the work, but would have enhanced the cost of its construction. The newness of the embankments, and the length of time necessary for them to settle, is another consideration why a preference has been given to wood.

On embankments, which have not sufficiently consolidated, the wooden rail resting on sleepers of wood can be much easier repaired. On this plan, also, the road can be finished with less expense, and at an earlier period than with stone sills, or detached blocks, as bearings. This circumstance will, in some measure, compensate for the loss that will result from the decay of the wood; and should the company deem it expedient, at any future period, to lay a second track, sufficient experience will have been acquired to enable them to adopt that plan which will be most conducive to the interests of the stockholders.

I remain, gentlemen, very respectfully,

Your obedient servant,

JOHN WILSON.

At the annual meeting of the Stockholders of the West Chester Rail-road company, held at the house of Samson Babb, in the borough of West Chester, on Monday the 16th of January, 1832.

OLIVER ALISON, Esq. was appointed Chairman, and Mr. EDWARD F. EVANS, Secretary.

The Directors laid before the meeting their report, (herewith published) of the affairs and proceedings of the company, which was read:

Whereupon, on motion of *W. H. Dillingham*, Esq. it was

Resolved, That this meeting approve of the proceedings of the Directors of the West Chester Rail-road Company, as exhibited in their report, this day submitted; and that *five hundred copies* of said report be published in pamphlet form, for the use of the stock-holders.

It was then, on motion, *Resolved*, That the Chairman and Secretary of this meeting act as judges of the election now to be held, for the purpose of electing seven directors of the West Chester Rail Road Company, for the ensuing year. At the close of the polls, the votes being counted off, it appeared that the following persons were duly elected directors—viz.

WILLIAM DARLINGTON,
JOSEPH HEMPHILL,
ELIHU CHAUNCEY,
ZIBA PYLE,

JONATHAN JONES,
WM. WILLIAMSON,
SAMUEL C. JEFFERIS

On motion, *resolved*, that the proceedings of this meeting, including the Report of the Directors, be published in the papers of the county.

Signed, OLIVER ALISON, *Chairman*.

Attest, EDWARD F. EVANS, *Secretary*.